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 Hongkong, 20th May, 1901.

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THE HONGKONG DISPENSARY,
HONGKONG.
Hongkong, 31st May, 1901.

The Daily Press.
HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 12th June, 1901

It cannot be said that the supposed settlement of difficulties in China is very satisfactory, nor indeed is it apparent that anything has been done in the way of prevention of like troubles again. Yet it is clear that all sides are practically tired out, and somehow or other, if nothing external occur to upset the tacit pact, that affairs may go on till the next uprising much as usual. This seems to be the best that can be said, and meanwhile we can only hope that in the general outcome of affairs we shall be permitted to live in peace and comparative quietness. It is not a great victory to boast of; yet, we suppose it is something to be thankful for. If the course of affairs has taught the Powers something, it has apparently taught the ignorant crew who surround the central government of China that there are luxuries too high for it to grasp at, and that its idea of being able to live by itself and for itself is a thing beyond its reach. It has apparently also taught it that it cannot govern China from the west, and that to all appearances the whole of China beyond the sea-coast provinces is practically unable to keep itself, much less to be able to dictate its will to the others. Hsianfu has proved an utter failure, and so far from enabling the Dowager Tzu-hsi to be independent, it has actually emphasised the fact that the Dowager is more than ever a mere pensioner of the Yangtze Viceroy. It is well known to those who have been making a study of Chinese economics, that with the exception of Szechuen, for many purposes outside China, and never in harmony with the rest of the Empire, the west of China does not pay its own expenses and has to be kept going at the cost of the coast provinces. Of course the woman who has been essaying for years past to sway the Empire has not troubled herself to examine into the financial aspects of the state. For her it was sufficient to express the desire, and it was nothing to her where the money was to be found, that was the affair of the provinces. The game was a pleasant one as long as it lasted, and next to the Dowager the person most responsible was Li Hsue-chang, who in the days before the Japan war was foremost in pandering to her woman's greed. Of late years there have been unequivocal signs that the old milch-

cow was running dry, and the crew of eunuchs and others who had possession of the avenues of the Court did not fail to attribute the failure to the presence of foreigners and the foreign trade that was sending the money out of the country. Logically the remedy was to get to a spot removed at once from the hated foreigner and foreign trade; and long before the late movement had assumed any considerable proportions it was well known that the Dowager Empress was plotting to remove her entourage to Hsian. To her Hsian was represented as a place where all the delights of Chinese life were to be found, where the people were respectful, and where the land was flowing with plenty. Hsian she knew had been, in the days when China was a light to the rest of the world, the seat of Empire, and tradition spoke of the delights and the luxuries of the court in those days and doubtless exaggerated the stories. Recent travellers in Shensi speak of the city as little better than a heap of ruins, and the adjacent country as relapsing to a desert. The destruction of the trees, the result of centuries of bad government, has in Shensi reached its culmination, and above all the provinces of China, Shensi is the most subject to famine. It is notorious that the population is yearly decreasing, and that nearly every year thousands within it die of famine. For the last twenty years these scourges have been increasing, and Shensi has been alternately ravaged by rebellion or decimated by famine. It remained for the Dowager to give it its final blow. The ordinary demands on the productions of the valley of the Wei were in excess of its capabilities, but the last blow was struck when last autumn the Court flying from Peking settled down like a flight of locusts. The country produced little enough at the best of times for its ordinary inhabitants. Cut off from the rest of the Empire by impassable tracks, the Court found itself at times almost without the necessities of life; the old imperial buildings had long ago vanished, and even the modern yamens were for the most part in ruins. It was little wonder that the presence of the Emperor so far from introducing life into the deserted city was really the harbinger of ruin, and was succeeded by a famine worse than even Shensi was accustomed to. It is then no marvel that the Court is just as anxious now to return to Peking as it was before to leave it; yet we should be deluding ourselves did we attribute this wish to return to any improved feeling or to any regret for the crimes of the past. As a fact the Dowager is still surrounded by the same flatterers as before the hegira from Peking. The pretended eunuch Li Lien-ying is still as dear to his mistress as before, and the trusted councillor is still the notorious Yung Lu. More even than these is the influence of Lu CHUAN-LIN still in the foreground, so that the old reactionary WANG WENSHAO, as we were accustomed to call him, has after a year of struggle and difficulty come to be looked upon as the apostle of progress.

This is not much to boast of, yet it seems to reckon up the results of a year of foreign statesmanship. The question of China is evidently left for our successors to lick into some sort of tangible shape. Doubtless it will be the making of some future statesman, and it is a comfort in this age of perfection to find that there is still left for some of our followers an untrodden road to greatness.

The English Mail of the 11th May was delivered in London on the 10th instant.

Eight hundred copies of "Scrutator's" pamphlet dealing with the insensate condition of Hongkong were sent home to the members of Parliament and the leading newspapers.

H.M.S. *Heron* left on Monday night for Shanghai, being followed yesterday by H.M.S. *Albatross*. H.M.S. *Talbot* departed yesterday for Yokohama.

A water polo match will be played to-morrow at 5.30 p.m. sharp between teams representing the V.R.C. and 25th Co. E.D.R.A. The following will play for the V.R.C.—Goal—L. E. Lammert; Backs—A. A. Hana, T. M. Ross Pereira; Half-back—A. A. Alves; Forwards—K. Henderson, J. H. R. Hana, A. Humphreys.

A committee has been appointed in connection with the proposed *Dharmasala* for Hindus and Sikhs of Happy Valley, the foundation stone of which was laid on Sunday forenoon by Raiasda Lachman Singh (Indian Commissioner Base Department), who has given to the fund altogether \$650. He is a son of Rai Bahadur Sardar Anoop Singh, Resident of Lahore. Other subscribers are—Maharaja of Gwalior, \$250; Hongkong Police, \$2,000; Royal Artillery, \$1,500; shopkeepers, \$1,200; watchmen, \$900; Shanghai, \$600; and "A" Company, Royal Artillery, Singapore, \$900.

Yesterday the British transport *Glengyle* arrived from Taku, and the German troopship *Rheia* from Bremen.

A Paris telegram gives the casualties at the last Tientsin brawl as follows:—Killed, one Frenchman; wounded, five Germans, four English, three French, and one Japanese. These figures are given as from a London source.

A Chinese fireman who was discovered on the 2nd inst. to be suffering from bacillary plague on board the U.S. army transport *Kintuck* at Nagasaki succumbed to the disease on the following afternoon in the hospital attached to the Quarantine Station at Megami.

Shanghai mandarins have received an official despatch from Peking informing them that the Roman Catholic Bishop of Shansi has demanded an indemnity of no less than seven million taels for the losses sustained by Romanist converts in that province. It is claimed that at least 7,000 of the latter were massacred in Shansi last year. It is plain that the remainder will be in very affluent circumstances in the future.

The *Bangkok Times* says:—One of the quaintest reasons that the glibful Chinese "boy" has been able to give for his objection to the new registration scheme, is the statement that registration is merely the preliminary to a tattooing on the back of the hand, and that all those so marked will presently be called upon to fight for Siam. This country, they say, is shortly going to war with China, and the registration scheme is merely a device to raise an army.

The Imperial Bank of China at Shanghai is reported to have received a wire from the Board of Revenue to the effect that the deposit receipt with the Bank held in name of the middle division of Wu-wei Army (of which Yung Lu is the ex-Généralissimo) has been declared to be missing and made null and void. The loss of this deposit receipt happened during the crisis. The Chinese Peace Plenipotentiaries have notified the foreign Ministers of its cancellation.

The following Peking notes from the native papers are translated in the *Shanghai Mercury*:—The proposed railway from the Tung Pien Gate to Tungkow has been stopped by the government. The gentry and officials are in a funk over the threatening aspect of affairs, following the evacuation by the Allies and have urged Li Hung-chang to hurry up Yuan Shih-kai's men to the rescue. The Germans, fearing that the prisons of the Board of Punishments were in a filthy condition which might breed plague, visited the prisons and consulted with the warden as to the best means of cleansing. Since the reopening of the railway many of the officials, taking advantage of the fact that the Treaty was not yet concluded and no date assigned for the return of the Court, secretly left the city. Hence the various Yamens became gradually short of men, so that the suspicions of the heads of departments were aroused. It is said that the Yamens have devised a plan of better supervision.

A Vancouver telegram of the 10th inst. says:—Remarkable evidence was adduced from Chinese witnesses at the Oriental Commission this afternoon. Charley Yip Yuen, general secretary of the Chinese Reform Association for America, said that since 1st January of this year as many as 250 Chinese had unlawfully crossed the boundary line into the United States. He said that a regular village of 200 Chinese every month surreptitiously entered the United States in this way. He added that a great many Chinese who came from the Orient to Canada had no intention of remaining in Vancouver or other Canadian cities, but simply billed their way through here in order that they might get across the boundary without detection. He gave it as his opinion that in five years there would not be half as many Chinese in British Columbia as there are now, for the reason that they would be all gone to the United States. He said that several instances had come under his own observation where Chinese had mortgaged their wives and children in order to get money to escape to the United States. He said that the Chinese law gave the creditor the right to the children for three years after foreclosure of this sort of chattel mortgage. He declined to give the names of different Chinese parties. As the point was not important, the matter was dropped.

It is curious, says a Bangkok paper, that Siam seems always to have been but thinly populated, and to have always been willing to bring in alien workers to make up the deficiency. But in the old days these aliens were also Indo-Chinese more or less closely akin to themselves, and they migrated in large bodies to settle in Siam for good. Siam welcomed them because she could use them to work, and to develop the country, and though the continued necessity for such measures argues some deficiency in the constitution of the country, the method actually adopted had in the circumstances many advantages and few dangers. But these days are gone, and the labourers of Siam now pour in from China, and send the bulk of the wealth they make back to that country. Siam gets amazingly little out of the workers whose presence is so essential. The poll-tax is imposed only once in three years, and even then it comes to a miserable little sum. No one, of course, wishes to keep out the Chinaman, as things are we could do with more of him, but he forms a problem that the best statesmen in Siam would do well to ponder. History shows that the nation which gets its work done by aliens cannot last, and while Siam's present progressive programme is all very good and very essential, a patriotic interest in the welfare and the usefulness of the people is no less essential for the future.

The re-survey of the Settlements at Shanghai is being made, the last one of the English Settlement being in 1884.

A society has been founded, with headquarters in Paris, which has for its object the promotion of irrigation, to assist in the agricultural development of Indo-China.

A suggestion has been made in Bangkok that a Chinese Protectorate should be established by the Siam Government, with an advisory Board of prominent Chinese residents.

The officials at Chatham Dockyard last month received instructions to get the *Albion*, battleship, out of hand by the 30th ult. It was understood that she would be commissioned to relieve the *Centurion* on the China Station.

M. Doumer, the French Governor-General of Indo-China, is still overflowing with speeches. On the 4th inst., he spoke of the approaching repatriation of the French troops in North China, and, amid cheers, paid a tribute to their "devotion and moderation." M. Doumer is apparently to stand as a Republican candidate for the Chamber at the next elections.

Baron D. von Bergen, one of the heroes of the Legation siege, arrived at San Francisco by the *Coptic*, on the 10th ult., from Peking, where he has been secretary of the German Legation for nearly two years. He has been assigned to the post of secretary of the German Legation at Rome, which he considers a big promotion, and is now on his way to enter upon the duties of his new position.

The local Government of Peking, which was recently handed over by the Allies to the Chinese authorities, on probation, to see whether the latter will be able to keep order without outside help, is now conducted on the following lines, says the *N.C. Daily News*:—The policing of the Tartar City is in charge of the Commandant of the Peking gendarmes, and his officers, who, together with the rank and file, are all Manchus. On the other hand the various sections, or "cities," outside the Tartar city walls, are under the control of the Police Comoros of the Five "Cities," assisted by local gentry and petty police magistrates. Instead of the useless Green-turban troops (Chinese natives of Peking) who used to act as patrols and police in the Five "Cities," the Plenipotentiaries have now substituted foreign-modelled troops from the remnants of the Peiyang Army.

THE PLAGUE.

During the 24 hours ending at noon yesterday there were reported 22 fresh cases of plague (19 Chinese, 3 Europeans), with 23 deaths (all Chinese).

Dr. Stedman reported yesterday morning that two cases of plague had occurred in Connaught House, Captain and Mrs. Brownhill having developed the symptoms. They were removed to Kennedy Town Hospital in the course of the day. Captain Brownhill, who is very well known in the Colony, is superintendent engineer for Messrs. Bradley & Co., and with Mrs. Brownhill, was leaving for England on Thursday by the German mail on a year's holiday.

A curious case is reported from a local boarding house, a Miss Bessard, a boarder, being now convalescent from plague, apparently without its being known that she had had the disease. Miss Bessard is a French lady, and teaches that language. She resided in Beaconsfield Arcade until the 17th ult. Dr. Bell, who examined Miss Bessard, is of opinion that she is convalescent from an attack of plague. She had fever for two days, but since then has been going about her ordinary avocations and been out of doors daily, while her health does not appear to have been impaired by the very mild attack from which she seems to have suffered.

Baird, the apprentice engineer at the Cosmopolitan Docks, who was recently removed from the Base Post Office at Sandal Point, where he had stopped for one night, has died from plague.

HONGKONG VOLUNTEER CORPS.

"A" MACHINE GUN CO.
The June competition for the cups and spoons took place at the New Volunteer Range on the 9th instant, when Corporal Plummer scored his first win on the No. 1 Cup, and Gunner Black sent in the best contribution towards the No. 2 Cup.
Thirteen members competed, and the following were the best scores returned:—
200 400 500 ft. Cap. Pl.
Corporal Plummer... 19 31 23 14 91
Captain Sanders... 23 28 27 11 89
Gunner Black... 17 27 13 25 82
Smith, I.G... 19 26 20 10 75
Emmett... 13 18 18 25 74
* Winners of spoons.

LATEST STEAMER MOVEMENTS.

The N. Y. K. steamer *Kagoshima Maru* (Bombay Line) left Singapore for this port on the 8th inst., and is expected to arrive here on the 14th inst.
The A. I. steamer *India* left Moji for this port on the 10th inst. p.m.
The C. P. R. steamer *Empress of India* arrived at Yokohama at 7 a.m. on Monday, the 10th inst., and left again at 3 p.m. same day for Kobe, where she was due to arrive at 2 p.m. on the 11th inst.
The A. I. steamer *Maria Valerie* left Singapore for this port yesterday.

TELEGRAMS.

"DAILY PRESS" SERVICE.
[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

London, 10th June, 5 p.m.

THE COMMAND OF THE TROOPS IN CHINA.

It is stated that, consequent upon the departure of Count von Waldersee from China, the Powers have agreed that the senior officers of each contingent shall resume command of their own troops.

UNPOPULAR DECISION ABOUT AUSTRIAN FORCES.

The Austrian Minister of the Navy has announced that the widows and orphans of the Austrian officers and men killed in China are not entitled to pensions, as war against China was never declared. It is reported that the decision excites great indignation in Austria.

REUTER'S SERVICE.

LONDON, 8th June.

THE CHINESE INDEMNITY QUESTION.

America has proposed that the Chinese indemnity question be submitted to the Hague tribunal.

PLAGUE IN EGYPT.

Eleven cases of plague have occurred in Egypt, seven of which have proved fatal.

SOUTH AFRICA—NIGHT SURPRISES.
The British have executed two successful night surprises on Boer laagers in Cape Colony.

LONDON, 9th June.

FRENCH ENTERPRISE IN INDO-CHINA.

General Doumer, Governor-General of Indo-China, has formed a Company with a capital of seventy-million francs to construct and exploit a railway into Yunnan.

LONDON, 9th June.

ANOTHER SURPRISE IN SOUTH AFRICA.

The British troops surprised another party of Boers at Lady Grey, Cape Colony. Altogether the captures consist of 62 prisoners, many horses, and large quantities of ammunition.

THE NEW WAR MEDALS.

King Edward will present three thousand war medals to the troops at Whitehall on Wednesday next. There will be a great ceremony. Queen Alexandra and Princess Victoria of Wales will accompany the King.

A MOORISH MISSION TO ENGLAND.

A Moorish mission has arrived in London for the purpose of congratulating King Edward on his accession to the throne. The mission carries much interest.

MOROCCO AND FRANCE.

The French and Spanish newspapers are greatly preoccupied over the Morocco question, and there is some talk of a French protectorate.

GLASGOW INTERNATIONAL EXHIBITION.

We have received from the P. & O. S. N. Co. copies of a little circular issued from the Glasgow International Exhibition office, giving a short description of the scope of this, the "First Exhibition of the Century," and of the entertainments provided. As is pointed out, Glasgow is no novice at the work of holding an International Exhibition, for thirteen years ago an Exhibition was held in Kelvingrove Park, and proved a most signal success. The same spacious grounds accommodate the forthcoming International Exhibition, which opened on Tuesday, 7th May. Glasgow seeks to repeat the success achieved in 1888, and should easily do so. Under the heading of Entertainments we learn that \$20,000 is to be spent on music alone—Souza's crick New York combination making its first appearance in Great Britain, and English, Scottish, German, Belgian, Dutch, Russian and French military bands being also booked. Other amusements range from an Indian theatre with native snake charmers down to a shooting jungle, water-chute and switch-back.
The circular is interspersed with verses from Scottish poets, and concludes with the following irreproachable sentiment:—
I have been blithe wi' comrades dear,
I have been merry drinkin' O!
I have been joyfu' gath'rin' gear;
I have been happy thinkin' O!
But a' the pleasures e'er I saw,
Tho' three times doubled fairly O!
That happy night was worth them a'
Among the rigs o' barley, O!

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

MISSIONARIES IN ANHWEI AND KIANGSU.

TO THE EDITOR OF THE "DAILY PRESS."

9th June.
SIR,—It was stated in a note of your Wednesday's issue, that a number of missionaries were returning to Anhwei and Kiangsu, which would seem to imply that all or many of them had been away. Such, however, is not the case, as far as Roman Catholic missionaries are concerned. It is known that the old Viceroy of Nanking managed to keep pretty good order in the provinces under him, during last year's trouble, and there was no need for the missionaries to leave their posts, though, of course, for married missionaries, the simplest common-sense must have suggested taking their families to places of absolute security, rather than expose them to even the remote danger of the sad fate which overtook so many women and children in the northern provinces.

It is also stated in the note just referred to, that the Roman Catholic mission is at Wu-hien in the north-east of Anhwei. This is also a misleading statement, as it ignores and seems to exclude the well-known Roman Catholic missionary establishments at Wuhu, Anking, Ningkwu, Yachow in the extreme north-west, and many other places. Altogether there are forty foreign Catholic missionaries in the province of Anhwei, and six native priests. The Catholic missions of the two provinces of Kiangsu and Anhwei are served by the members of the same missionary body, the French Jesuits, who have their headquarters at Szeanghai. There are in all a hundred and thirty Jesuit priests in the mission, about twenty Chinese in the number, and also twenty-two other native priests, with a number of students and lay-brothers, both foreign and native. They count upwards of 120,000 Christians, and some twenty thousand catechumens.—Yours, etc.,

READER.

[We are glad to publish our correspondents' corrections. Our authorities for the statements referred to were the Shanghai papers.—Ed., D.P.]

THE PLAGUE.

TO THE EDITOR OF THE "DAILY PRESS."

11th June.
SIR,—Since the plague epidemic in 1894, this Colony has unfortunately been annually visited by this dire disease. Now that we have had seven years of bitter experience, it is to be hoped that the Sanitary Board, or the powers that be, will endeavour to discontinue such measures as have been proved useless, or have seemed to be a failure, and devote their attention to improvements which would most likely prevent the recurrence of the plague. I therefore humbly submit, *pro bono publico*, the following suggestions, viz:—

(a.) That the drains should be thoroughly cleaned and flushed by sea-water regularly and as often as possible.
(b.) That whenever it is admissible, plague patients should be allowed, as he treated in their own houses, nursed by two or three of their relatives only, whilst the rest of the family should quit the house. By this means, it would remove from the unfortunate patient's mind the idea that he is going to die when taken to the Kennedy Town Hospital, and the percentage of recoveries would undoubtedly be greater, to say nothing of the general objection to the removal of the patient from one end of the town to the other, in some cases, under most trying circumstances.
(c.) That no matter whether the Colony is free from plague or not, all houses in the city should be scrupulously cleaned once in every month by their occupants, to the satisfaction of a competent officer of the Sanitary Board.

Great importance is being attached to fumigation and disinfection, on the theory that once a house has been thoroughly fumigated and disinfected, no more cases of plague will occur there. Then by all means let every house be fumigated and disinfected. But it appears to be more than doubtful that this process serves any useful purpose, as it has been fully demonstrated that cases have happened in houses which have been disinfected only a few days previously. Thanking you in anticipation for the insertion of this letter.—Yours, etc.,
LO CHEUNG-SIU.

A professor of languages, some few years ago, on returning from India, remarked upon the paucity of objectionable phrases when compared with the abundance supplied by the Orientals of similar rank. To prove this he gives a case which came under his own notice. He had dismissed a "man-servant for dishonesty, and the next morning, at six o'clock, he sought an interview with his former master. He flourished a carving-knife, with which he plainly intended to emphasize his remarks. When he found it impossible to gain admission, he sat under the window, and the "sweating" process began. He cursed the professor, along the genealogical tree back to the first ancestor of his race. Then he dwelt upon every detail of his anatomy, from the top of his head to the end of his toes. "For three consecutive hours he sat and swore," says the professor, "without once repeating a phrase." Whilst travelling on the Underground Railway in London, a party of working-men entered the same compartment, and interpreted their remarks with the commonest forms of "sweating." The professor politely asked them to desist, whereupon he was told to mind his own business. He at once commenced to translate into English some specimens of Eastern oaths which he had heard a Calcutta merchant's servant use to a missionary's servant. The man aided from him as if he had the plague, and at the next station sought another compartment.

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 " " Savings Bank 6.205% " "
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HIROMI KAWASAKI,
Manager.

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E. F. GROS,
Acting Manager.

Hongkong, 8th February, 1900.

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CAPITAL PAID-UP	"	12,000,000
CAPITAL UNCALLED	"	6,000,000
RESERVE FUND.....	"	8,310,000

HEAD OFFICE—YOKOHAMA.

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" " " " 3 " 3 1/2 " "
TARO KODSUMI.
Manager,
Hongkong, 17th April, 1901. 71

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J. W. R. TAYLOR,
Manager.

Hongkong, 1st June, 1901. [2]

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 Chief Manager,
 GEO. W. F. PLAYFAIR.
 Interest for 12 Months Fixed.....5%.

Hongkong, 23rd March, 1899. [2

NOTICE.

INFORMATION has been received from our Singapore Branch by Wire of the ROBBERY of \$236,450 of \$50 notes, issued by THE HONGKONG AND SHANGHAI BANKING

CORPORATION, Singapore, and the public are hereby CAUTIONED against receiving and/or cashing Singapore notes of the denomination of \$50.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 30th May, 1901. 1878

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specially adapted in youth to those requiring
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cate a deficiency in the form of the eye requir-
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Mr. LAZARUS supplies his SPECTA-
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ADVICE FREE. [77]

QUAN WAH & CO.,
DEALERS IN
ITALIAN MARBLE AND GRANITE
MONUMENTS.
DESIGNS & PRICES ON APPLICATION
at No. 1, Queen's Road East, Hongkong
Hongkong, 17th October, 1899. [1044]

WING CHEONG,
Dealers in
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FINE SILKS AND GRASSCLOTHS.
General Exporters of
ANISEED and CASSIA OILS,
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AN INSPECTION IS RESPECTFULLY SOLICITED.
Note: We beg to announce that we also
Buy all kinds of Curries at Moderate Prices.
1 & 3, D'AGUIAR STREET
(Behind Hongkong Dispensary).
Hongkong, 18th April, 1901. [1056]

NOTICES OF FIRMS

DISSOLUTION OF PARTNERSHIP.

THE PARTNERSHIP hitherto existing be-
tween us, the undersigned, under the Firm
name of CARMICHAEL & BARLOW has
been dissolved by Mutual Consent, as from the
1st day of June, 1901.

H. P. CARMICHAEL,
B. J. BARLOW. [1433]
Hongkong, 6th June, 1901.

NOTICE.

MR. AHMED JOOSAR being about to
leave for Bombay, Mr. ABDULL
RASOOL CASSAM will conduct the Business
and Sign the name of our Firm in China from
this date.

C. ABDULLA & CO.
Hongkong, 8th June, 1901. [1454]

THE NEED

OF
MUNICIPAL FREEDOM
IN
HONGKONG.BY
"SCRUTATOR."

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Hongkong, 30th May, 1901. [1383]

IRON FRAMED

NEW PIANOS

GUARANTEED FOR CLIMATE.

\$370 CASH

OR MONTHLY PAYMENTS.

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Hongkong, 20th May, 1901. [1232]

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E. O. MURPHY, W. S. A. M. E. ARCH. E.
Hongkong, 4th January, 1901. [13]

GOVERNMENT NOTIFICATION.

IT is hereby notified that the VALUATION
LISTS for the Colony for 1901-1902 will be
OPEN TO INSPECTION at the Treasury
for Twenty-one days, commencing on MON-
DAY, the 10th June, 1901.

By Command,
T. SERCOMBE SMITH,
Acting Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 5th June, 1901. [1455]

1901 1901 1901

MAIL TABLES.

THE Card published at the Daily Press Office
Contains:
English Mails, homeward and outward
French
German
Canadian
Far East
Calendar for 1901
That is more information than is given on
one printed in London for which fifty cents is
charged. The price of the locally printed
correct card is 20 cents on paper, 30 cents on
cardboard. Sold only for cash by Daily
Press Office or the Booksellers.

AN ACKNOWLEDGMENT.

WE beg to thank Captain G. WENDING,
of the *Machen*, belonging to Messrs.
MELCHERS & Co., for the kindness and generos-
ity shown to us when we were on board the
steamer, which arrived at Hongkong on the
4th instant from Bangkok.
The following account shows that the
Captain is a very kind-hearted man indeed:—
On board the steamer there was a very poor
man, named Chai Fook, with his three
children. Chai Fook was in great distress
when the steamer arrived at Hongkong, for he
was penniless and unable to pay for the ex-
penses of the trip to return to his native
country. The Captain hearing this at once
gave him some money out of his own pocket,
and raised a subscription from the officers and
passengers to help to enable him to return
to his native country with his three children.
We beg to publish these few lines as an
acknowledgment of our deepest gratitude.
THE CHINESE PASSENGERS.
Hongkong, 7th June, 1901. [1436]

[ALL RIGHTS RESERVED.]

THE NEW GARDENER.

BY
C. L. NICOLAY
(Author of "Your Angaria," &c.)

I think I was already in love with Anga Wal-
worth. She came upon me like a vision of light
that evening, when I stood waiting for Donald
Ferguson in the passage leading to the "Thalia
Rooms," where the Eversley Volunteers were
having their annual ball. I heard a silvery
voice kindly and politely thanking a poor
miserable fellow who evidently had put right a slight
mistake in Miss Walworth's dress. There was
no snobishness about the calm golden haired
fair, who also as is so often developed in the
most enchanting society-belles when "off-duty."
It was not to be thought of that Anga had
seen me; I stood wrapt in my heavy ulster like
an intensified piece of shadow in a dark recess.
Since that time I had heard Anga's name men-
tioned frequently. She was the daughter of a
wealthy lawyer who had recently retired from
the bar and lived at a country seat about three
miles from Eversley.

Anga had sprung up whilst I had been
"doing" the globe, I think I have very faint
recollection of her, a lanky, rather frisky look-
ing youngster among the smaller fry at Eversley
state affairs. But at that time I was a callow
youth of twenty, violently in love with a major's
wife, a stately lady of forty, who called me
"Baby." I contemplated self destruction and
would not have lowered myself on any account
so much as to look at "the juveniles" of twelve
and thirteen.

But though Anga's name was constantly
brought before me, I never got as far as a personal acquaintance. She fitted across
my path like a will-o'-the-wisp. I knew about
her, she surely must have heard about me, but
fate seemed not to be willing for us to meet.
First I felt a trifle bored, when Anga Walworth
was constantly mentioned; either she had been
to a place before I arrived, or was expected
when I should be away at some other previously
arranged entertainment, or she had had to
decline when I could manage to see the affair
through. Then I felt interested, finally tanta-
lized.

This state of affairs made me angry. I Vin-
cent Arran, who had seen a good three quarters
of the inhabited globe and a good deal of the
men, women and children thereof, and had
escaped heart whole from the fiery looks of the
daughters of Spain; the gazelle-eyes of the
Hindoos, the velvety orbs of the Circassians—
that I should fall in love at first sight with a
little provincial girl of whom I did not even
know what was hidden under the thin crust of
her boarding-school polish!

But "Anga Walworth" chimed in my ears
whenever I went. The very church bells seemed
to ring it to the wind breathed it. I must put an
end to this and get to know the girl, one way
or another.

One way was very simple. I need only call
upon her father, then I should be invited, intro-
duced, could make love, pop the question and
there we were! But should I then know Anga
Walworth? I submit this question to all mar-
ried men, who get their little surprises after the
honeymoon is over, and I was never a friend of
surprises, either great or small.

Of course the gentle, amiable way in which I
had heard Anga talk to that poor black-dressed,
musty-rumped and aproned drudge, who looked
as if she had always to the wind and the rain,
the play that was something in her favour. But
even then this was not exactly in the bosom of
her family, where I knew that the snapping
and snarling of those dear fairy-like creatures
was generally carried on, towards long-suffering
mothers and much-maligned little brothers.

Besides, who would guarantee that the girl
wanted me? That she could ever love me? I
argued of course my part of the question first,
but then, as the arrangement would be "joint-
stock, strictly limited," her voice was of equal
importance.

I was revolving these thoughts in my mind
whilst again waiting for Donald Ferguson—he
is a fellow who always keeps you waiting—on
the Junior United Service, when my eyes fell
upon the Standard.

"Reliable man wanted as head gardener on
gentleman's estate. Good wages, cottage, no
housework. Only those able to give good
references need apply. Thomas Walworth,
Esq., The Elms, Eversley, Hants."

A thought struck me: there was an opening
for me. All my life I had been fond of botany.
I knew a lot about gardening, and—I could
study another flower from the nearest point of
view. The question was only, how to get there?
I looked sufficiently tanned, and wanted only a
three or four days' growth on my cheeks to
pass myself off for a worker of the soil. Very
few people with whom I should be likely to
clash knew me in Eversley. Now, only for a
suitable forgery in regard to testimonials:
Donald arrived just as I had matured my plan
as far as this! He called me a donkey and
laughed in my face. But finally, when I had
talked him round, he offered me his own
reference. He knew his recommendation went
a long way with Mr. Walworth.

So it came about that the next Monday I
presented myself at Eversley as George Miller,
sergeant of the fourth Grenadier, invalided
home from India. I was attired in a respectable
working man's suit, and as I passed muster in
the old gentleman's cross-questioning and had
no fault to find with wages and accommodation,
I was engaged and soon established in my
cottage, with the coachman's wife to look after
me.

This lady was of a communicative turn of
mind, and evidently wanted to be sociable. She
informed me of all the whole goings-on in the
extensive household. "Miss Anga, well she
should be called Anga," the good soul went on,
delighting my heart—"she is a lady. Always
gentle, a good word for everybody, rich or poor,
not proud neither! There ain't no young lady
like she, I tell you, Mr. Miller."

This Mr. Miller made me feel a little uncomfortable.
I asked her to be at home with me, and after
some demur she agreed, saying, however:
"Well, you do look genteel like. I must
confess. I expect it's the military."

So I was installed in my paradise. My under-
gardener was a man who thoroughly understood
his trade and happily nothing else. I soon
found that when I just drew him out and then
ordered him to carry out his own suggestions
things went on all right and earned for me the
reputation of being "mighty clever."

The third day—I was just grafting some
roses, a thing in which I had a fair amateur
skill, a light step was heard on the gravel,
and down the path came a being more beautiful
than I had ever dared to dream of. She wore
a short pink gown, a white muslin kerchief and
a little black silk apron. Her large brown eyes
danced with innocent merriment under her
hat. She looked as if she had just tapped out
of a picture, like a fairy of spring, yet like the
dearest, healthiest maiden that ever brushed
the dew from the grass.

"Good-morning," she said in her musical
voice. "I see you are busy early. I won't
trouble you now, but by and by I am going to
ask a favour of you, Mr. Miller."

I gave her such a stare, that I did not believe
my present station. "Anything you please,
Ma'am," I muttered. "I am going to ask a
favour of you." That to a maiden whom she
could order at will! My heart was beating to
my throat, but a peculiar shyness crept over me
—what if she should say "No" in the end?
I felt the thought was more than I could bear.

Anga was passionately fond of flowers, and
spent hours in the garden. I had many and
many a talk with her, often enough forgetting
myself. I told her about my travels, and she
kept listening with unforgiving attention.

"Dear me, Mr. Miller," she said one day,
"what thrilling experiences you have had. Was
that all whilst you were in the service? It is
enough to fill a book. And how well you word
it. You must—excuse me—you must have had
a very good education. I hope you do not feel
out of place here. We should be so sorry to
lose you—" a sudden blush mantled her cheeks
and brow—"Papa seems so pleased with you!"
she added after a little pause.

I scraped a bow as unobtrusively as I could
manage. "I am very happy here, Ma'am,"
I said, perhaps a trifle too ardently, for the
brown eyes gave me a questioning look. "I
like my work and the people here are nice and
quiet," I said reassuringly.

Summer had sped a good while on. I lived
really most comfortably in The Elms. Of
course I had little or no intercourse with my
fellow servants. I knew they called me the
gentleman-gardener, but this seemed to be done
without a sneer. Once I overheard Mr. Wal-
worth pointing me out to Squire Howard:
"This is my new gardener. I tell you, Squire,
the fellow is a treasure. I'm only afraid he is
too good to last."

Then came an answer which I could not catch,
for I kept well out of Squire Howard's way,
having been of his party at Epsom shortly
before I came here.

"I do not know," my master resumed. "Fer-
guson recommended him most warmly and said
he personally vouched for him. He certainly
knows his trade and is an exceedingly quiet and
well behaved chap. I expect he has seen better
days before he enlisted. My daughter tells me
he must have had no mean education."

I strolled out of hearing, for I felt that my
present calling did not absolve me from the in-
born duties of a gentleman.

By and by the two old cronies approached me
again and now my own name struck my ear
through the cover of the *Lancetian* hedge.

"Vincent Arran?" Well they say he is gone
abroad again; a pity about the fellow! Splendid
intellect, good old family, plenty of money, but
such a restless scamp!"

"Pity indeed," growled Mr. Walworth. "As
if there were no berths open in Old England
for a fellow who has every advantage and could
do good if he would. But no! Such as he are
above trying to serve honourably their own
country. They must gad and gad from East
to West."

The voices died out at a distance, much to
my relief, for I do not know whether I could
have kept myself for another minute from
bursting out laughing.

"I shall remind you of this conversation,
gentlemen," I said inwardly, "when I stand
for the poll."

My paradise would not have been complete
without its snake. This appeared in the person
of Mademoiselle Susanne, Anga's French maid.
A very piquant Parisian, broad-mouthed, snub-
nosed, with good eyes, small ears and frizzled
cock black hair; eminently chic, and an awful
little fiend.

Of course she had espied me soon as above
par when compared with the other domestics. I
knew she had been the alternate delight and
despair of Frederick the groom, the honest
fellow, ten times too good for her, Mrs. Coach-
man kept me as a constant with such news. I
think she did it with the intent of warning. I
was thankful to her, for I had observed that
Frederick had turned rather scowling and had
uttered innumerable as to his desire to fight
"furrin' looking blokes."
(To be continued.)

PORTLAND CEMENT

J. B. WHITE & BROS

SOLE AGENTS FOR CHINA,
HOLLIDAY, WISE & CO.
Hongkong, 16th September, 1899. [760]

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LAUTS, WEGENER & CO.,
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Hongkong, 20th March, 1901. [797]

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5 per cent. discount on orders of 1,000 and over.
Apply to
WM. SCHMIDT & CO.,
Gunmakers,
Hongkong.

Hongkong, 27th July, 1897. [189]

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[1479]

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[313]

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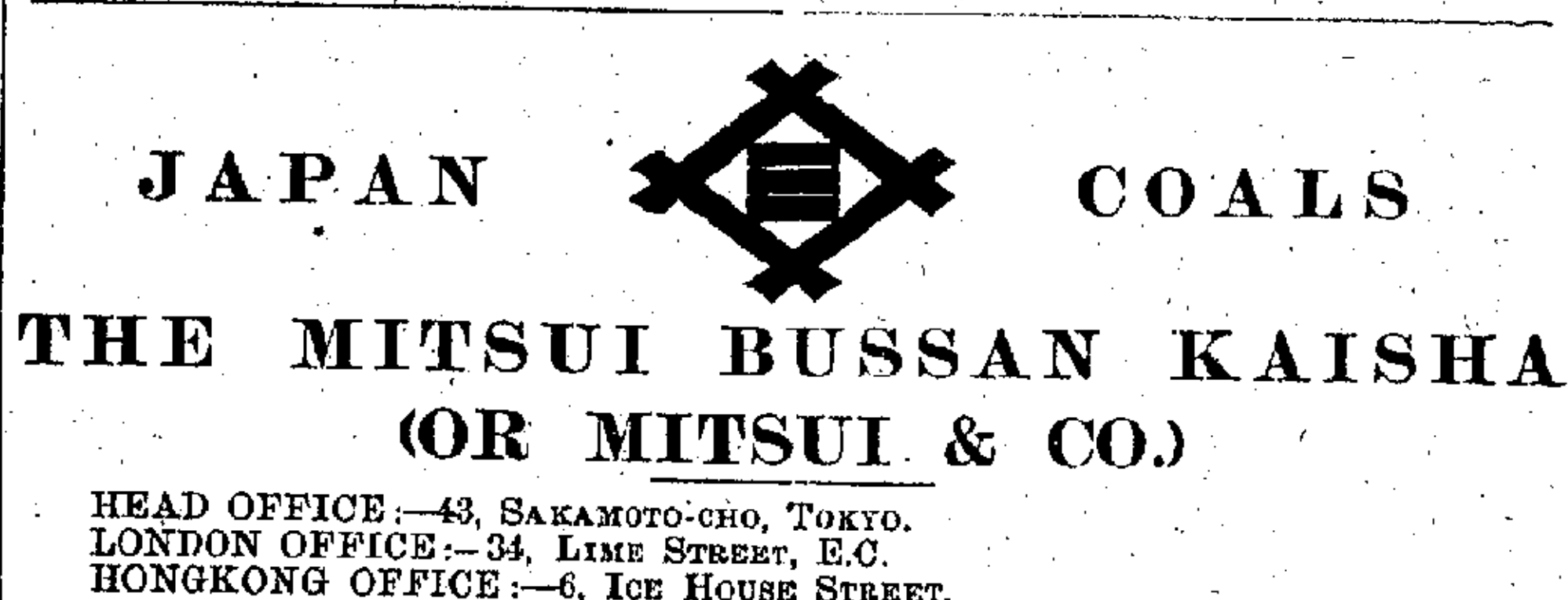
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FOR

1901.

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[1331]



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LONDON	MACHAON	Brit. str.	—	J. S. Stevenson	BUTTERFIELD & SWIRE	On 25th inst.
LONDON	GLENGARRY	Brit. str.	—	C. C. Talbot, R.N.E.	McGREGOR BROS. & GOW	On 28th inst.
LONDON	JAPAN	Brit. str.	—	—	P. & O. S. N. Co.	On or about 29th inst.
LIVERPOOL DIRECT	PROMETHEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 9th July.
WREKEN VIA PORTS OF CALL	RHIFRU	Brit. str.	—	P. Magin	MELCHERS & CO.	To-morrow.
MARSEILLES & LONDON	HAMBURG	Brit. str.	—	T. H. Hide, R.N.E.	P. & O. S. N. Co.	To-morrow, at Noon.
MARSEILLES, LONDON & BARROW, V. S. POPE, &c.	SOCOTRA	Brit. str.	—	G. E. P. Cook	NIPPON YUSEN KAISHA	On or about 14th inst.
MARSEILLES, &c., VIA PORTS OF CALL	SHINANO MARU	Fren. str.	—	Bous	MESSAGERIES MARITIMES	On 14th inst. at Daylight.
MARSEILLES, LONDON & ANTWERP, V. S. POPE, &c.	NATAC	Jap. str.	—	G. Anderson	NIPPON YUSEN KAISHA	On 17th inst. at 1 P.M.
HAYRE, BREMEN & HAMBURG	WITTENBURG	Ger. str.	—	Hempel	HAMBURG-AMERIKA LINIE	On 28th inst. at Daylight.
HAYRE & HAMBURG	NURNBERG	Ger. str.	—	Mayer	HAMBURG-AMERIKA LINIE	To-day.
TRISTE, &c., VIA PORTS OF CALL	SAMBIA	Ger. str.	—	Schmidt	SANDER, WIELER & CO.	On 25th inst.
NEW YORK VIA PORTS OF SUEZ CANAL	INDIA	Amr. str.	—	Ghazoo	DODWELL & CO. LIMITED	On 25th July.
NEW YORK VIA SUEZ CANAL	HILLGLEN	Brit. str.	—	—	McGREGOR BROS. & GOW	On 14th inst.
NEW YORK VIA SUEZ CANAL	GLENNARNEY	Brit. str.	—	—	JARDINE, MATHESON & CO.	On or about 29th inst.
NEW YORK	INDRANI	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 25th inst.
VANCOUVER, VIA MOJI, &c.	ARANA	Amr. ship.	—	—	CARLOWITZ & CO.	On 15th inst. at Daylight.
VANCOUVER, VIA SHANGHAI, &c.	L. SCHEFF	Brit. str.	—	H. Mowatt, R.N.E.	CANADIAN PACIFIC R.L. CO.	On 18th inst. at Noon.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	EMPERESS OF INDIA	Brit. str.	—	O. P. Marshall, R.N.E.	CANADIAN PACIFIC R.L. CO.	On 18th inst.
VICTORIA (OR)	DUKE OF FIFE	Brit. str.	—	J. S. Cox	DODWELL & CO. LIMITED	On 18th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	INDRAVELLI	Amr. str.	—	—	SHEWAN, TOMES & CO.	On 18th inst. at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	PYRU	Jap. str.	—	—	PACIFIC MAIL S. S. CO.	On 4th July, at Noon.
SAN DIEGO, &c., VIA MOJI, &c.	AMERICA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst.
AUSTRALIAN PORTS	BEIJIAN KING	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	On 27th inst. at Noon.
AUSTRALIAN PORTS	AIRLIE	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 28th inst. at 4 P.M.
AUSTRALIAN PORTS	ROSETTA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On or about 14th July.
YOKOHAMA & KOBÉ	TAIWAN	Brit. str.	—	—	SANDER, WIELER & CO.	On 19th inst. at Noon.
YOKOHAMA & KOBÉ	MARIA VALERIE	Amr. str.	—	—	NIPPON YUSEN KAISHA	On 21st inst. at Daylight.
YOKOHAMA & KOBÉ	SADO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 18th inst. at Noon.
YOKOHAMA & KOBÉ	YAWATA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On or about 30th inst.
YOKOHAMA & KOBÉ	KAGOSHIMA MARU	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst. at 5 P.M.
YOKOHAMA & KOBÉ	NANDANO	Ger. str.	—	—	SIEBSEN & CO.	On 14th inst.
YOKOHAMA & KOBÉ	FLANDRIA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On or about 15th inst.
YOKOHAMA & KOBÉ	WOOSUNG	Brit. str.	—	—	P. & O. S. N. Co.	On or about 16th inst.
YOKOHAMA & KOBÉ	SHANGHAI	Fren. str.	—	—	BUTTERFIELD & SWIRE	On 21st inst.
YOKOHAMA & KOBÉ	SALAZIE	Brit. str.	—	—	P. & O. S. N. Co.	On or about 21st inst.
YOKOHAMA & KOBÉ	WHAMPOA	Brit. str.	—	—	MELCHERS & CO.	Quick despatch.
YOKOHAMA & KOBÉ	SUNDA	Ger. str.	—	—	—	To-day.
YOKOHAMA & KOBÉ	KIAUTSCHOU	Jap. str.	—	—	—	On 19th inst. at Daylight.
YOKOHAMA & KOBÉ	MAIZURU MARU	Jap. str.	—	—	—	On 19th inst.
YOKOHAMA & KOBÉ	MINSU MARU	Jap. str.	—	—	—	To-morrow, at 4 P.M.
YOKOHAMA & KOBÉ	DAIGI MARU	Brit. str.	—	—	—	On 15th inst. at 5 P.M.
YOKOHAMA & KOBÉ	LOONGSANG	Brit. str.	—	—	—	On or about 14th July.
YOKOHAMA & KOBÉ	DAIWA	Brit. str.	—	—	—	On 15th inst. at 3 P.M.
YOKOHAMA & KOBÉ	TAIWAN	Brit. str.	—	—	—	To-morrow, at Noon.
YOKOHAMA & KOBÉ	LEIGHTON	Brit. str.	—	—	—	On 21st inst. at Noon.
YOKOHAMA & KOBÉ	BORMIDA	Ital. str.	—	—	—	—
YOKOHAMA & KOBÉ	MIKE MARU	Jap. str.	—	—	—	—

SHIPPING.

ARRIVALS.
June 10, INDRAVELLI, British transport, 2,153, W. E. Craven, R.N.E. Portland (Or) 25th April and Moji 5th June, General.—
June 11, SHIPWAT, British str., 1,951, R. Pinkham, Moji 5th June, Coal.—Mitsui Bussan Kaisha.
June 11, GLENVOILE, British transport, 2,244, Dyer, Taku 3rd June.
June 11, FUSHUN, British str., 1,500, W. H. Lunt, Shanghai 8th June, General.—
June 11, LIENSHING, British str., 1,048, McCher, Canton 11th June, General.—
June 11, TETARONG, German str., 1,517, Dense, Samarang 2nd June, Sugar.—
June 11, KIAUTSCHOU, German str., 6,721, P. Lunschloss, Hamburg 1st May and Singapore 7th June, Mails and General.—
June 11, CHOWFA, German str., 1,115, Musing, Bangkok and Swatow 10th June, General.—
June 11, RHEIN, German transport, 10,058, G. Dannemann, Bremen 4th May.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.

11th JUNE.
Piccola, German str., for Swatow.
Loongson, German str., for Shanghai.
Kong Beng, German str., for Bangkok.
Dr. H. J. Kuer, Norw. str., for Sarawak.
Hue, French str., for Kwong-chow-wan.
Fushun, British str., for Canton.
Emeralda, British str., for Manila.
Clara, British str., for Shanghai.
Clara, British str., for Shanghai.

DEPARTURES.

June 10, HERMONIE, British str., for Shanghai.
June 10, CANNING, British str., for Calcutta.
June 11, ALORING, British str., for Shanghai.
June 11, TALBOT, British str., for Yokohama.
June 11, NIPPON MARU, Japanese str., for San Francisco.
June 11, LOUISE J. KENNEY, Amr. str., for Yap.
June 11, ARISTEA, Austrian str., for Moji.
June 11, DR. H. J. KURR, Norw. str., for Sarawak.
June 11, HUE, Fr. str., for Kwong-chow-wan.
June 11, CASSIUS, German str., for Moji.
June 11, TINTAG, German str., for Nagasaki.
June 11, SANYA, German str., for Swatow.
June 11, PICCOLA, British str., for Bangkok.
June 11, KONG HONG, Ger. str., for Shanghai.
June 11, LOONGSON, Ger. str., for Chinkiang.
June 11, HUE HO, British str., for Saigon.
June 11, KWANGSE, British str., for London.
June 11, HAITAN, British str., for Swatow.
June 11, EMERALDA, British str., for Manila.
June 11, FUSHUN, British str., for Canton.

VESSELS IN DOCK.

10th JUNE.

ABERDEEN DOCKS.—Machos.
KOWLOON DOCKS.—U.S.S. Beaufort, Burnside, Meade, Union, Iris, Juno, St. Enoch, Prometheus, Hoikao, Zaire, Heilan.
COSMOPOLITAN DOCK.—Colonies, Simangan, München, Fei Hoo.

SHIPPING REPORTS.

The British steamer *Ori*, from Moji 5th June, had fine weather generally.
The British steamer *Fushun*, from Shanghai 8th June, had light fresh to light N.E. winds and fine weather throughout.
The British steamer *Indra*, from Port Land (Or) 20th April and Moji 5th June, had fine, clear weather, strong N.E. wind and moderate sea throughout.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour.
CLAYTON, British str., J. Barker.—Dodwell & Co. Ltd.
COMPANIA DE FILIPINA, Amr. str., D. Migne.
Orta—Brandao & Co.
EVIE J. RAY, American barque, Kater.
Sander, Wierler & Co.
RANZA, British str., Arnot—Standard Oil Co.
SEA WICH, American ship, Howes—Mayer.

VESSELS ON THE BERTH.

THE OSAKA SHOSSEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).

THE Company's Steamship

"MAIZURU MARU,"

Captain K. Suzuki, will be despatched for the above ports TO-DAY, the 12th June.

For Freight or Passage, apply to THE NITSUI BUSSAN KAISHA, Agents.

Hongkong, 30th May, 1901. [18]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"KIAUTSCHOU,"

OF THE HAMBURG-AMERIKA LINIE, Captain P. Lunschloss, due here with the outward German Mail about the 12th inst., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 10th June, 1901. [9]

NAVIGAZIONE GENERALE ITALIANA (FIORIO AND RUBATINO UNITED COMPANIES).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAIO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BORMIDA,"

Captain D. Costa, will be despatched as above TO-MORROW, the 13th inst. at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 11th June, 1901. [7]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain Weigall, will be despatched as above TO-MORROW, the 13th inst. at 4 P.M.

This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 10th June, 1901. [1461]

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPO RTO LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

WITTENBURG { HAYRE, BREMEN & HAMBURG { On 12th June } Freight.
Capt. Hempel. (Calling at Singapore and Colombo)NURNBERG { HAYRE & HAMBURG { On 25th June } Freight.
Capt. Mayer. (Calling at Singapore)SAMBIA { HAYRE & HAMBURG { On 25th July } Freight.
Capt. Schmidt. (Calling at Singapore)

For further particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, NO. 1. [1051]

Hongkong, 3rd June, 1901.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

SHINANO MARU { MARSEILLES, LONDON, and { FRIDAY, 14th June, at
G. E. P. Cook. BARROW, VIA SINGAPORE, DAYLIGHT.
PENANG, COLOMBO & PORT SAIDKAGOSHIMA MARU { MOJI, KOBÉ and YOKOHAMA { TUESDAY, 18th June, at
K. Kori. NOON.SADO MARU { KOBÉ and YOKOHAMA { FRIDAY, 21st June, at
W. Thompson. DAYLIGHT.YAWATA MARU { NAGASAKI, KOBÉ and YOKO { FRIDAY, 21st June, at
A. E. Moses. NOON.MIKE MARU { HAMA { FRIDAY, 21st June, at
M. Yagi. NOON.HITACHI MARU { MARSEILLES, LONDON and { FRIDAY, 28th June, at
G. Anderson. ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID.ROSETTA MARU { SYDNEY and MELBOURNE, via { FRIDAY, 28th June, at
N. Tate. VANILLA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager. [13]

Hongkong, 3rd June, 1901.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

MARSEILLES AND { SOCOTRA } About 14th } Freight only.
LONDON { T.H. Hide, R.N.E. }SHANGHAI AND { SHANGHAI } About 15th } Freight or Passage.
JAPAN { A. F. Street }SHANGHAI { SUNDA } About 21st } Freight or Passage.
LONDON, &c. { E. R. Dowell, R.N.E. }LONDON { PARRAMATTA } Noon, 22nd } See Special Advertisement.
LONDON { R. T. Cook, R.N.E. }LONDON { JAPAN } About 29th } Freight or Passage.
LONDON { C. C. Talbot, R.N.E. }

For Further Particulars, apply to H. A. LITCHIE, Superintendent. [1]

Hongkong, 10th June, 1901.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

"EMPERESS OF INDIA," Comdr. O. P. Marshall, R.N.E. WEDNESDAY, 26th June, 1901.
"EMPERESS OF JAPAN," Comdr. H. Fyfe, R.N.E. WEDNESDAY, 17th July, 1901.
"EMPERESS OF CHINA," Comdr. R. Archibald, R.N.E. WEDNESDAY, 7th Aug., 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey.

make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leaves daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS.

Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.

The Company's Steamers "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, leaving Hongkong as follows:—

"ATHENIAN," 3,882 Tons. Comdr. G. D. Bowles, R.N.E. About WEDNESDAY, 10th July.
"TARTAR," 4,425 Tons. Comdr. H. Mowatt. SATURDAY, 15th June, at Daylight.

Taking Cargo and Passengers for all points in CANADA and UNITED STATES. In addition to their excellent Saloon Passenger accommodation, these steamers are especially adapted for 3rd CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to J. E. BROWN, General Agent, Pedder's Street.

Hongkong, 8th June, 1901. [110]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. SAILING DATES.

HAMBURG (Hamburg-Amerika Linie) ... THURSDAY ... 13th June.

SACHSEN ... THURSDAY ... 27th June.

KIAUTSCHOU (Hamburg-Amerika Linie) ... THURSDAY ... 11th July.

BAYERN ... THURSDAY ... 25th July.

STUTTGART ... THURSDAY ... 8th August.

KONIG ALBERT ... THURSDAY ... 22nd August.

PRINZESS IRENE ... THURSDAY ... 5th September.

PRINZ HEINRICH ... THURSDAY ... 19th September.

PREUSSEN ... WEDNESDAY ... 2nd October.

HAMBURG (Hamburg-Amerika Linie) ... WEDNESDAY ... 16th October.

SACHSEN ... WEDNESDAY ... 30th October.

KIAUTSCHOU (Hamburg-Amerika Linie) ... WEDNESDAY ... 13th November.

BAYERN ... WEDNESDAY ... 27th November.

ON THURSDAY, the 13th day of June, 1901, at Noon, the Steamship "HAMBURG," of the Norddeutscher Lloyd, Captain P. Magin, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 11th June, Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 12th June, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 12th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$5.00 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to NORDDEUTSCHER LLOYD, MELCHERS & CO., AGENTS.

Hongkong, 30th May, 1901. [9]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
DUKE OF FIFE	3,881	J. S. Cox	June 28th
OLYMPIA	2,837	J. Trubridge	July 16th

VESSELS ON THE BERTH.
OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL...	"GLAUCUS"	On 11th June.
GLASGOW and LIVERPOOL...	"ALCINOUS"	On 14th June.

FOR	STEAMERS	TO SAIL
LONDON	"MACHAON"	On 25th June.
LONDON	"PROMETHEUS"	On 9th July.
LIVERPOOL, DIRECT	"RHIPHEUS"	On 13th June.

Hongkong, 20th April, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOOSUNG"	On 14th June.
SHANGHAI	"WHAMPOA"	On 21st June.
TIENSIN	"NANCHANG"	On or about 30th June.
MANILA	"TAIWAN"	On or about 14th July.

PORT DARWIN, THURSDAY, ISLAND, COOKTOWN, TOWN, SVILLE, BRISBANE, SYDNEY and MELBOURNE.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th June, 1901.

REGULAR STEAMSHIP SERVICE TO
NEW YORK

VIA PORTS AND SUEZ CANAL.
PROPOSED SAILINGS FROM HONGKONG.
"HILLGLEN" 14th June.
"LOWTHER CASTLE" 30th June.
"HEATHBURN" About 17th July.
"HUDSON" " " " "
"JUPITER" " " " "
"SATSUMA" " " " "

Calling at MANILA.

For Freight and further information, apply to

DODWELL & CO., LD., Agents.

Hongkong, 24th May, 1901. [878-1194-988]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, RIOME AND TRIESTE.

Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, MADRAS, RED SEA, BLACK SEA, LEBANON, GREECE and ADRIATIC PORTS.

THE Company's Steamship

Captain Ghezzi, will be despatched as above on TUESDAY, the 18th instant, P.M., instead of as previously advertised.

For information as to Freight, apply to SANDER, WIELER & CO., Agents.

Hongkong, 8th June, 1901. [6]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with OREGON RAILROAD AND NAVIGATION COMPANY.

Operating the New First Class Steamships "INDRAVELLI," "INDRAPURA," "KNIGHT COMPANION," "PORTLAND (OR)," calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

THE Steamship

"INDRAVELLI" will be despatched for Portland (Or.) on TUESDAY, the 18th June, 1901.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For through rates of Freight and further information, communicate with or apply to ALLAN CAMERON, General Agent.

Hongkong, 24th May, 1901. [1288]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 13th June, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 6th June, 1901. [19]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE," Captain St. John George, will be despatched for the above ports on THURSDAY, the 27th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 11th June, 1901. [1427]

VESSELS ON THE BERTH
U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	TUESDAY, 18th June, at Noon.
"COPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th Aug., at Noon.
"DORIC"	THURSDAY, 15th Aug., at Noon.

THE P. M. S. S. Co.'s Steamship "PERU" will be despatched for SAN FRANCISCO and HONOLULU on TUESDAY, the 18th June, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamer, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY,
ACTING AGENT.

Hongkong, 3rd June, 1901. [3-4]

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTES FRANCAIS.

NOTICE.

SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALBO.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 17th June, 1901, at 1 P.M., the Company's Steamship "NATAL," Captain Bouis, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Armand Belin*, which vessel takes on her Passengers and Mails leaving that port on the 29th instant direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 16th June. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 4th June, 1901. [12]

THE UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI" will be despatched for the above port on or about 25th June, 1901.

For Freight, apply to JARDINE, MATHESON & CO., Agents.

Hongkong, 17th May, 1901. [1273]

"GLEN" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"GLENHARRY," Captain J. S. Stevenson, will be despatched as above on the 28th June.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 30th May, 1901. [1381]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "BELGIAN KING" About 20th June.

THE Steamship "BELGIAN KING" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on or about 20th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th May, 1901. [14]

"GLEN" LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENARNEY," Captain Warner, will be despatched as above on or about the 20th June, 1901.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th May, 1901. [1289]

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA" will be despatched for the above port on or about 1st August, 1901.

For Freight, apply to SHEWAN TOMES & CO., Agents.

Hongkong, 15th May, 1901. 263

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"PARBAMATTA."

Captain R. T. Cook, R.N.R., carrying His Majesty's Mails, will be despatched from this port for Bombay, on SATURDAY, the 22nd June, at Noon, taking passengers and cargo for the above ports.

Bill and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 10th June, 1901. [1]

FOR NEW YORK.

THE 3/3 A II American ship

"L. SCHEPP"

will lead for the above port, and will have quick despatch.

For Freight, apply to CARLOWITZ & CO.

Hongkong, 3rd June, 1901. [1414]

HONGKONG STEAMERS.

Athenian, British str., 2,444, Mowatt, April 8, C. P. R. Co.

Bornida, Italian str., 1,499, Domenico, June 4, Carlowitz & Co.

Burnside, Amr. str., 1,400, Laffin, April 14, U.S. Government.

C. Ford, Laeis, Ger. str., 3,729, Fuchs, June 10, Siemssen & Co.

Chowfa, Ger. str., 1,155, Musing, June 11, Butterfield & Swire.

Clam, British steamer, 2,310, Evans, June 8, Arnold, Karlberg & Co.

Daybreak, British steamer, 700, Best, June 4, Chinese.

Diamond, British str., 1,225, Ramsay, June 10, Shewan, Tomes & Co.

Flandria, German str., 2,093, Drows, June 10, Siemssen & Co.

Hailan, French steamer, 377, Merlees, June 9, A. R. Marty.

Holhao, French str., 509, Merlees, June 8, A. R. Marty.

Indravelli, British str., 3,152, Craven, June 10, Shewan, Tomes & Co.

Kiautschou, German str., 6721, Lunesscas, June 11, Melchers & Co.

Lienhsien, British str., 1,048, McCluer, June 6, Jardine, Matheson & Co.

Lightning, British str., 2,122, Spence, June 10, David Sassoon, Sons & Co.

Loongang, British str., 1,080, Weigall, June 9, Jardine, Matheson & Co.

Machew, German str., 995, Wandig, June 4, Melchers & Co.

Maidaura, Japanese str., 667, Sobajima, June 8, Mitsui Bussan Kaisha.

Michael Jensen, Ger. str., 710, Jensen, June 6, Jensen & Co.

Munich, German str., 4,691, Krebs, May 28, Melchers & Co.

Obi, British steamer, 1,951, Pinkham, June 11, M. B. Kaisha.

Peru, Amr. str., 3,523, Pillsbury, June 10, P. M. S. S. Co.

Phranang, German str., 1,021, Calder, June 8, Melchers & Co.

Rhipous, Dutch steamer, 2,253, Day, June 7, Butterfield & Swire.

Sandakan, Ger. str., 1,374, Brandstetter, June 6, Melchers & Co.

Simongan, Dutch str., 1,818, Sandman, April 18, Chinese.

Taifu, German str., 1,035, Schipper, June 9, Mover & Co.

Tetartus, German str., 1,573, Dense, June 11, Siemssen & Co.

Titania, German str., 1,258, Krutzfeldt, May 22, Jensen & Co.

Trym, Norwegian str., 710, Dale, June 10, A. R. Marty.

SAILING VESSELS.

Celest Barrill, British ship, 1,764, Jeffry, May 29, Orrer.

Eriv J. Ray, Amr. barque, 958, Kater, May 24, Sander, Wiler & Co.

M. de Villars, French bark, 1,171, Rionan, May 31, E. A. Trading Co., Limited.

See Wiche, Amr. ship, 1,172, Howes, Feb. 21, Master.

Sussex, British bark, 1,212, Guthrie, May 17, Master.

Vale of Doon, British bk., 717, Peterson, May 25, Sander, Wiler & Co.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alcester, despatch boat, 1,700 tons, 10 guns, 4,000 h.p., Comdr. G. F. M. Craddock, at Taku.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, at Shanghai.

Arethusa, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Captain J. Startin, Woosung.

Argonaut, battleship, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., at Chinkiang.

Astrea, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Captain C. J. Baker, at Shanghai.

Aurora, cruiser, 5,000 tons, 12 guns, 8,500 h.p., Capt. E. H. Bayly, C.B., at Woosung.

Barclay, battleship, 10,500 tons, 14 guns, 13,000 h.p., Capt. G. J. S. Warrander, at Weihaiwei.

Belem, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. H. Henderson, C.M.G., at Woosung.

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. M. Leake, at Wuhu.

Brisk, cruiser, 6 guns, 5,600 h.p., Comdr. Sir B. R. S. Wrey, Bart., at Hankow.

Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. E. A. Baird, at Weihaiwei.

Centurion, flagship, 10,500 tons, 14 guns, 13,000 h.p., Capt. J. R. Jellicoe, C.B., at Taku.

Cepheus, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. Wm. C. Pakenham, at Hongkong.

Dido, cruiser, 2nd class, 5,600 tons, 11 guns, 9,600 h.p., Capt. P. F. Tildard, at Woosung.

Endymion, cruiser, 7,350 tons, 12 guns, 10,000 h.p., Captain A. W. Paget, C.M.G., at Hongkong.

Esk, gunboat, 363 tons, 8 guns, 200 h.p., Lieut. Comdr. W. F. Blunt, at Shanghai.

Fame, torpedo-boat destroyer, 300 tons, 6 guns, 5,700 h.p., in reserve, at Hongkong.

Firebrand, gunboat, 455 tons, 4 guns, 360 h.p., Lieut. Comdr. C. P. Beatty Pownall, at Canton.

Gloucester, 2nd class, 5,600 tons, 11 guns, 9,600 h.p., Capt. Charles Windham, at Shanghai.

Janus, torpedo-boat destroyer, in reserve, at Hongkong.

Kinshu, river gunboat, Lieut. Comdr. G. B. Powell, at Yangtze.

Lizard, gunboat, 715 tons, 6 guns, 1,000 h.p., Lieut. John C. Watson, at Amoy.

Ocean, battleship, Hon. A. G. Curzon Howe, at Weihaiwei.

Orlando, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. T. Baker, C.B., at Woosung.

Other, torpedo-boat destroyer, Lieut. Comdr. C. P. Mansel, at Weihaiwei.

